Appendix

GENERAL ORDER No. 75-A

(Superseding G. O. No. 75 and Supplements 1 and 2 thereto)

Railroad Commission of the State of California

REGULATIONS GOVERNING THE PROTECTION OF CROSSINGS AT GRADE OF ROADS, HIGHWAYS AND STREETS WITH RAILROADS OR STREET RAILROADS IN THE STATE OF CALIFORNIA.

Issued under authority of Public Utilities Act.
Approved December 5, 1932.
Effective January 1, 1933.

IT IS HEREBY ORDERED by the Railroad Commission of the State of California that the following regulations governing the protection of street, road and highway crossings with railroads and portions of street railroads be observed in this State unless otherwise authorized or directed by the Commission.

I. *Purpose of Rules.*

The purpose of these rules is to formulate, for the State of California, uniform standards for grade crossing protection, the application of which will insure greater safety to the public using grade crossings.

II. *Scope of Rules.*

These rules are not intended as complete construction specifications but embody only the requirements which are most important from the standpoint of public safety. Construction shall be according to accepted good practice for the given local conditions in all particulars not specified in the rules.

III. *Identification of Public Crossings.*

Unless otherwise specified by this Commission, each carrier shall paint or otherwise maintain on the crossing sign post or other structure at each public crossing of its track, an identification number, preceded by the words "Crossing No." except at crossings of named streets within incorporated cities where the carrier is not required to maintain a Standard No. 1 crossing sign, or other special types of signs or crossing signals supported by posts, pedestals or foundations, or crossing gates, provided that this Commission shall have assigned such identification number and shall have notified the carrier thereof. Such number shall be placed so as to be readily legible from the highway. In all matters pertaining to any crossing brought to the attention of the Commission, reference shall be given to the assigned crossing number.

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V. *Crossing Signs.*

(a) Each public crossing at grade of a road, highway or street with a track of a railroad or of a street railroad, as outlined in Section X hereof, shall,

unless exemption is provided for herein, be protected by at least one crossing sign, constructed and installed in substantial conformity with the specifications herein illustrated and designated as Standard No. 1, provided, however, that crossings where crossing gates are operated continuously or where two or more crossing signals are maintained, no crossing sign shall be maintained.

(b) Each crossing sign (Standard No. 1) herein illustrated shall be located in a conspicuous position facing highway travel, preferably *at either corner* of the crossing intersection on the right-hand side of the highway traffic flow and in advance of the railroad track.

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VI. *Automatic Crossing Signals.*

(a) All automatic signals installed at a public crossing at grade of a street, road or highway with the track of a railroad or street railroad, shall substantially conform to the specifications herein illustrated and designated as Standard No. 3, No. 4, No. 5 or No. 6.

(b) A distinctive warning aspect may be used at crossings having more than one main track, to indicate the approach of another train, when a warning aspect is being displayed for the first train, provided, however, that the type of such distinctive warning aspect shall have been approved by this Commission.

(c) Crossing signals shall, unless the Commission otherwise directs, be located in a conspicuous position

at both corners of the crossing intersection on the right-hand side of highway traffic flow and in advance of the railroad track and arranged to face the highway travel. Signals may, however, be installed in the center of the street and in advance of the track, with the consent of the Commission. This Section of the Order will not be retroactive with respect to crossings provided with automatic signals as of the effective date of the Order until signals at such location are replaced, except when replacement is due to accident.

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This order shall be effective on and after the first day of January, 1933.

Approved and dated at San Francisco, California, this fifth day of December, 1932.

RAILROAD COMMISSION OF THE STATE OF CALIFORNIA,
By H. G. MATHEWSON, Secretary.

RULES FOR SUPREME COURT AND DISTRICT COURTS OF APPEAL.

RULE XXX.

APPLICATIONS FOR REHEARING, AND HEARING AFTER DECISION.

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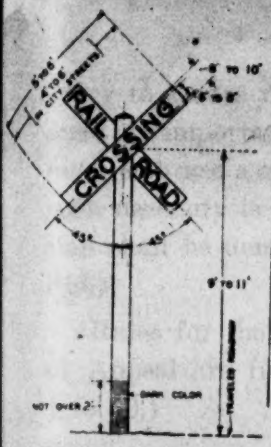
Sec. 6. Petitions for hearing in the Supreme Court after decision by the District Courts of Appeal will be granted only when it shall appear necessary in

(The following is a photostat copy of Specifications of Standard No. 1, No. 2 and No. 3 attached to the foregoing General Order)

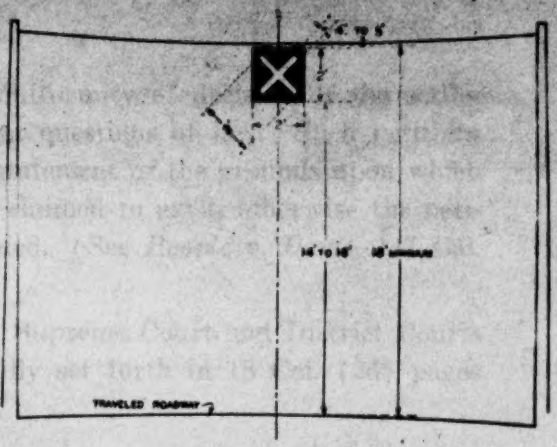


STANDARD NO. 1

Painting:

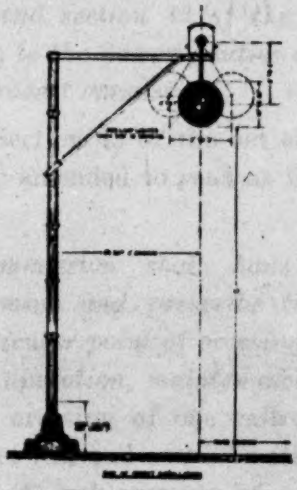
Post and Arms: White or Aluminum, except that post may be of a dark color for not over two (2) feet above ground line.

Lettering: Black—width of stroke 1" to 1¾".



STANDARD NO. 2

Painting:
Field: Black.
Letter: White.



STANDARD NO. 3

Wigwag—Side of street installation.

Painting:

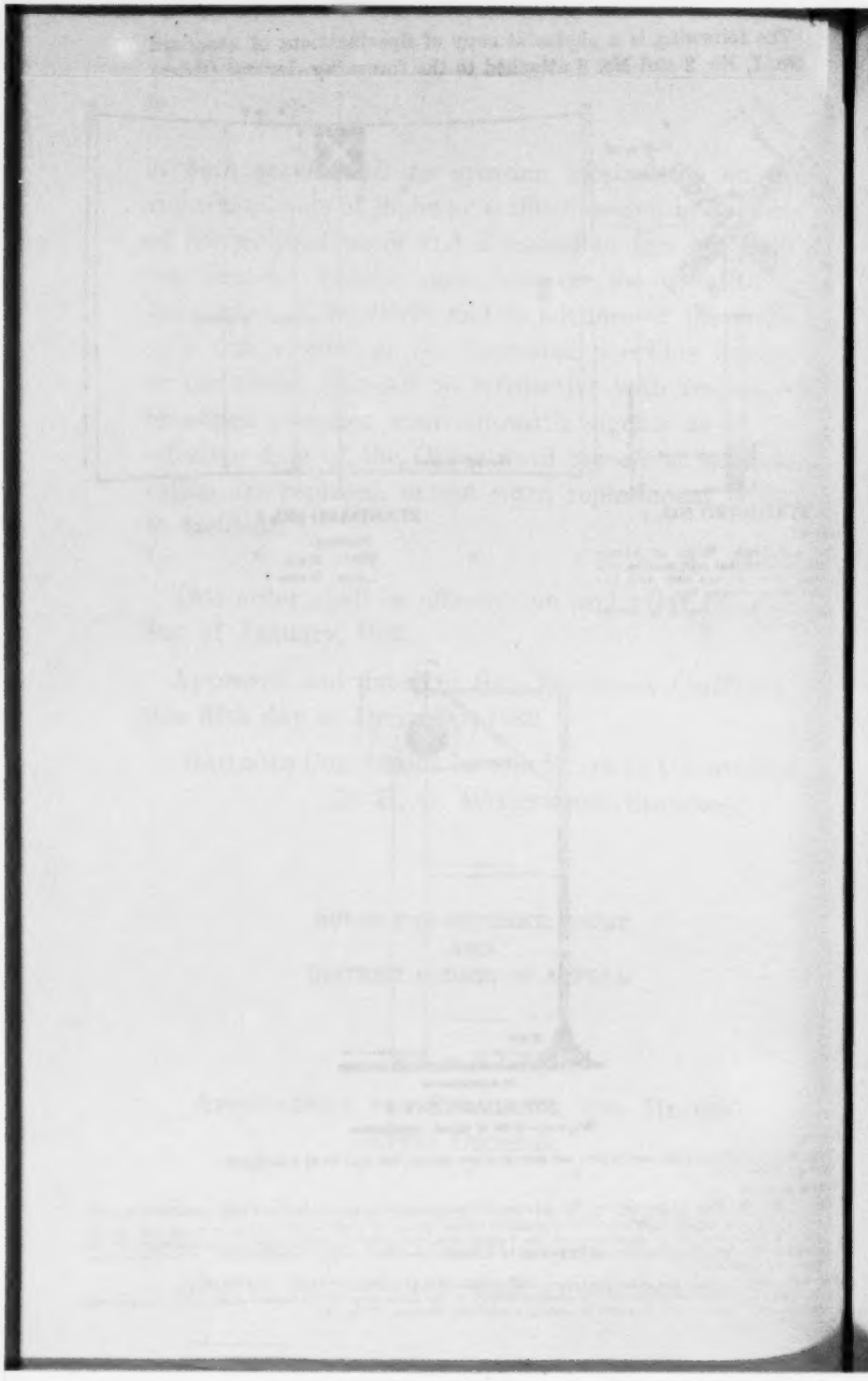
Post: White or Aluminum, except that not over 2' above ground line may be of a dark color.
Banner: Vermilion.

Warning Aspect:

Cycles: Min. 30, Max. 45 per minute. The movement from one extreme to the other and back constitutes a cycle.

Signals: Warning aspect shall consist of a swinging banner by day in combination with a swinging red light at night. Unless omitted by permission of the Commission, the warning aspect shall be accompanied by the sounding of a bell. Both banner and light shall be so constructed as to display a danger signal in both directions along the highway.

Note: In a curbed street, the supporting post shall be placed near curb line.
The distance from the surface of the paved roadway to the lower edge of the banner shall be 12', except that this distance may, where justified by special conditions, be from 11' to 14'.



order to secure uniformity of decision or the settlement of important questions of law. Such petitions must embrace a statement of the grounds upon which such necessity is claimed to exist, otherwise the petition shall be denied. (See *People v. Davis,* 147 Cal. 346.)

(Rules for the Supreme Court and District Courts of Appeal are fully set forth in 18 Cal. (2d) pages 1 to 30.)

STATUTES OF CALIFORNIA, 1933, CHAPTER 855.
(Statutes 1933, page 2227.)

"An act to amend section 43 of the public utilities act, relating to the powers, duties and jurisdiction of the Railroad Commission.

SECTION 1. Section 43 of the act cited in the title hereof is hereby amended to read as follows:

43. * * *

(b) *The commission shall have the exclusive power to determine and prescribe the manner, including the particular point of crossing, and the terms of installation, operation, maintenance, use and protection* of each crossing of one railroad by another railroad or street railroad and of a street railroad by a railroad, and of *each crossing of a public or publicly used road or highway by a railroad or street railroad, and of a street by a railroad or vice versa, subject to the provisions of section 2694 of the Political Code so far as applicable,* and to alter, relocate or abolish by physical closing any such crossing here-

tofore or hereafter established, and to require, where in its judgment it would be practicable, a separation of grades at any such crossing heretofore or hereafter established and to prescribe the terms upon which such separation shall be made and the proportions in which the expense of the construction, alteration, relocation or abolition of such crossings or the separation of such grades shall be divided between the railroad or street railroad corporations affected or between such corporations and the State, county, municipality or other political subdivision affected * * *"